

ABSTRACT

A wheel assembly removal apparatus for use in the automotive maintenance and repair industry. The apparatus is adapted to remove a seized wheel assembly, and associated components, from a vehicle chassis for maintenance and repair while minimizing time and cost, and the possibility for damage. The wheel assembly removal apparatus preferably incorporates, among other elements, a slide hammer assembly that includes a hammer secured to a hollow slide tube. The hollow slide tube is received on a slide shaft. The slide shaft also preferably incorporates a hammer stop near a distal end and a distally projecting support extension. A coupler is formed at a proximal end of the slide shaft and is configured to releasably engage an interchangeable rotor securing tool. The interchangeable rotor securing tool releasably attaches to the coupler at the distal end and to a rim mounting surface at the proximal end. In operation, the slide hammer assembly is accelerated from the proximal end of the slide shaft to impact with the hammer stop, which creates linear momentum transfer in the form of an operational impact load. The impact load is transferred to the wheel assembly to break free the various components that may be seized together from the accumulation of dirt, dust, moisture, and corrosion. The apparatus includes at least one releasably engagable retainer assembly to loosely retain the wheel assembly to the vehicle chassis for controlled separation of the seized components. The apparatus may also preferably include a dual hand operation mechanism.

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